ROYAL CANADIAN MOUNTED POLICE
Headquarters "J" Division

Fredericton, N. B.
28 Feb 57

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The Honourable,
The Attorney General,
Province of New Brunswick,
Fredericton, N. B.

Sir:

I have the honour to submit a report of J Division, Royal Canadian Mounted Police, which by contract polices the province of New Brunswick, for the calendar year 1956.

ORGANIZATION

There has been no change in the number of sub-divisions or detachments during the period under review. It will be noted from Appendix A to this report that the location of these units was unchanged in 1956, with exception that the detachment in Albert County was moved to Alma, N. B. This single change was made in order to take advantage of the better accommodation available in Alma for the detachment barracks.

TOWN CONTRACTS

Seven municipalities in New Brunswick continue to contract for the services of the R. C. M. P. to police their towns, as follows:

Campbellton.....	2 NCO's,	7 Constables
Chatham.....		4 Constables
Dalhousie.....		4 Constables
Newcastle.....	1 NCO,	3 Constables
St. Andrews.....		1 Constable
St. Stephen.....		3 Constables
		1 Special Constable
Sussex.....	1 NCO,	2 Constables

No additional contracts for the policing of towns were undertaken during 1956.

I might also mention that this division continued to police the Town of Oromocto gratis after its incorporation on 1 Jan 56 because the town neither had facilities to accommodate nor administer a town force. This has not effected our ability to provide normal service in the rest of Sunbury County but this situation will be watched as the build-up of the population of Oromocto develops during 1957.

The total number of personnel employed in this division on 31 Dec 56 was 245, and their detailed distribution throughout the province is recited in schedule A attached. The obligations of our contract require this Force to maintain a minimum strength of 127 all ranks in New Brunswick, 110 of whom are to be employed on general police duties, supervision and administration, and 17 to be exclusively employed on highway patrol duty. As 29 NCO's and constables are employed on town duties the remaining 89 persons employed by the R. C. M. P. in New Brunswick are maintained exclusively at the expense of the Dominion Government.

Because the volume of police work in New Brunswick is predominantly provincial in character, and because the Dominion Government is substantially subsidizing the cost to the province of each member employed here, I am informed that the ratio of personnel employed by provincial contract should be increased if the present establishment of this division is to be maintained. Representation has therefore already been made to you for an increase in our contract by 33 members in order to maintain the present level of normal police operations.

I have also requested that you consider a further increase in our contract of 11 members for exclusive highway patrol duty throughout the province.

The "Interceptor", one of the newest types R.C.M.P. Patrol Boats previously mentioned in last year's Annual Report, which is manned by a crew of four, remains based at Saint John for duty in the Bay of Fundy as well as the Saint John River and its lakes and tributaries.

A distribution list of the motor transport stationed in New Brunswick is shown in Appendix B to this report.

The three R.C.M.P. radio technicians employed in New Brunswick have constantly striven to improve the quality and performance of the R.C.M.P. radio network throughout the province. The antenna on the 300' remote control tower of the main base station at Fredericton has been replaced, and the Campbellton remote control tower has been relocated on Seven Mile Ridge. These and other technical modifications have contributed to greater efficiency and security in the system.

Seven additional mobile radio units were acquired and installed at the following points: Campbellton, St. Stephen, Fredericton (2), Moncton, Bathurst and East Florenceville.

The total number of mobile units operating in J Division is now 57, plus one installed on the P.B. "Interceptor".

An additional walkie-talkie unit was also acquired and is in service in the Moncton Subdivision HQ. This additional unit brings the total of walkie-talkie units in the division to seven.

Although specialized knowledge plays an increasingly important part in the overall performance of our duties, it must be viewed auxiliary to, and not a replacement for, the initiative and personal attention to detail by members in the field. As in the past, the foundation of our enforcement program is the detachment personnel whose immediate contact with the general public and its problems provides the key to successful law enforcement.

It is through co-ordination of modern means of communication and scientific investigation that the field investigator may, however, secure the advantages through which the successful conclusion of many cases has been secured. That these services may be readily available at all times, the following specialized units are maintained:-

The Police Service Dog "Ranger" has been stationed with his Dogmaster at Moncton Subdivision HQ during the past year, and is strategically located to respond as quickly as possible to calls for his services. His highly specialized training combined with his natural qualities continue to provide invaluable assistance under certain circumstances. He is frequently called out to search for missing children in rural areas, lost hunters in the woods, as well as escaped prisoners from lock-ups and gaols. He is also qualified to search for weapons and other instruments used in the commission of crimes, as well as lost articles of value. During the past year the Dogmaster was provided with a new specially appointed panel truck in order to provide rapid transportation for himself and dog to any scene of crime in New Brunswick.

Identification Sections - Every opportunity is taken to encourage members on detachments to improve their techniques in this wide field, however, it is more frequently necessary to call in specialists in these subjects. This ensures freedom of the investigator to pursue those phases requiring his personal attention. Members of the Identification Sections stationed at Fredericton, Moncton and Saint John deal generally, but not exclusively, with the following technical subjects:

Photography - of individuals, accidents, scenes of crimes, etc.

Fingerprinting - of suspects, of exhibits, and in making comparisons for court or for elimination purposes.

Exhibits - examinations, preparation for court, shipment for specialized study.

Plaster Casts - to record scenes of crime impressions.

We are studying the benefits that might be expected to accrue in organizing a new Identification Section at Campbellton, N.B. I expect to be writing to you later in the year in this regard.

Crime Detection Laboratories - Technicians skilled in all fields of science are employed at our laboratories in Ottawa and Regina to both correlate scientific advances and established practices in order to meet the demands of modern scientific investigation. To the detachment investigator a positive opinion or definite elimination of questioned material are frequently both important since either may indicate a specific line of inquiry. I have advised you that it is likely that the new Maritime Crime Detection Laboratory will be established at Sackville during 1957 and is designed to service our divisions in Nova Scotia, Newfoundland and Prince Edward Island as well as the municipal forces in the four Atlantic provinces.

The Central Fingerprint Section - This is but one part of the Identification Branch which also supervises:

The Single Fingerprint Section

The Crime Index and Photograph Sections

The R.C.M.Police Gazette, Ticket-of-Leave and Firearms Branch.

The inter-relation of many of these activities constitutes this section not only an important source of reference, the central bureau for the clearing of fingerprints, but also the means of furnishing all police forces with up-to-date and reliable information on all phases of law enforcement.

The Highway Patrol Units - Designed to deal specifically with traffic and highway conditions, the Highway Patrol units, although operating independent of detachments, are auxiliary thereto and provide a means of dealing with the ever increasing problem of traffic control on the provincial highways. I am of the opinion that the manpower and equipment exclusively devoted to this duty is not adequate, and you have already received my recommendation in this regard for the increased program of enforcement of the Motor Vehicle Act for 1957.

CRIME

The comparative table set forth below discloses details of investigations, in statistical form, undertaken during the period 1 Nov 46 to 31 Dec 56. These cases are those for which the Division is directly responsible and do not include:

a) enquiries conducted for other authorities, or,

b) statistics pertaining to any phases of preventive police work.

YEAR	INTOXICATING LIQUOR ACT	MOTOR VEHICLE ACT	GAME ACT	CRIMINAL CODE
1946-47	3,021	1,262	62	3,296
1947-48	3,322	1,420	41	3,417
1948-49	3,395	1,901	48	3,746
1949-50	3,115	2,101	40	3,404
1 Nov 50 to 31 Mar 51	1,241	580	24	1,091
1 Apr 51 to 31 Mar 52	3,495	2,900	34	3,402
1 Apr 52 to 31 Dec 52	2,562	5,006	49	3,025
1953	3,331	7,484	37	3,678
1954	3,007	5,294	50	3,734
1955	3,478	9,859 ø	44	3,620
1956	3,676	6,766 ♣	37	4,053

ø Includes 5,602 written traffic warnings.

♣ Does not include 29,120 verbal warnings given in respect to minor violations.

Comparison of the statistics for the years 1955 and 1956 is the subject of comment under the various headings to which they pertain.

1 JAN 56 TO 31 DEC 56

GROUP 1 NEW BRUNSWICK	Complainant declined to prosecute	Negative searches and complaint unfounded	Further investigation unwarranted	Handed to Department concerned	Warrant Unexecuted	Withdrawn	Convicted	Dismissed	Awaiting Trial	Still Under Investigation	TOTALS
Offences against Public Order Part II - C.C.	3		12	13			21		1	10	60
Offences against administration of Law and Justice Part III - C.C.			1	17		8	83		5	3	117
Sexual Offences, Public Morals and Disorderly Conduct - Part IV - C.C.	8	2	11	1		28	236	12	6	5	309
Disorderly Houses, Gaming & betting Part V - C.C.	3	1		4		1	3			2	14
Offences against the person and reputation (Part V - C.C.)	12	3	32	274		74	797	68	47	57	1364
Offences against the person and reputation Part VI - C.C.	2		2	27	1	6	7	2	3	7	57
Offences against rights of Property - Part VII C.C.	485	26	409	5	8	36	436	61	29	295	1790
Fraudulent transactions relating to contracts and trade - Part VIII C.C.	1					1	8				10
Wilful and forbidden Acts in respect of certain property Part IX - C.C.	63	7	41	6		19	112	16	8	16	288
Offences relating to Currency Part X - C.C.		3	2								5
Attempts, Conspiracies, Accessories, Pt.XI-CC	1		4			5	14	1			25
Punishments, fines, forfeitures, costs & restitution of property Pt.XX-CC						1	6				7
Summary Convictions Pt XXIV-CC							7				7
TOTALS	578	42	514	347	9	179	1730	160	99	395	4053

The statistics pertaining to the Criminal Code show an overall increase in the number of complaints received. The percentage of convictions decreased, however, from 45.14% in 1955 to 42.6% in 1956.

The number of juveniles involved in criminal offences decreased during the year, 276 offences being committed by 145 juveniles. These statistics unfortunately indicate, however, that the juvenile offenders concerned were more criminally active than hitherto.

The statistics quoted hereunder deal with the principal offences against the person and afford a comparison between the years 1954, 1955 and 1956:

	1954		1955		1956	
	Cases	Convictions	Cases	Convictions	Cases	Convictions
Murder.....	4	0	4	0	2	0
Attempted Murder....	3	1	2	2	3	0
Manslaughter (Not including motor Manslaughter).....	4	2	2	1	0	0
Criminal Negligence & Hit & Run Driving	171	115	164	106	158	112
Criminal Negligence	0	0	0	0	13	1
Driving while intoxicated and impaired driving...	372	348	500	458	472	412
Assaults.....	318	180	310	187	294	192

Murders and Attempted Murders:

Two fatal homicidal attacks were recorded during the period under review. In one instance, an accused has been committed for trial. The second case, when brought before the court, resulted in the accused being found unfit to stand trial. One case of murder investigated in 1955 was concluded in 1956, a conviction being recorded and later sustained on appeal. This case was significant in that it was necessary to invoke extradition proceedings in order to return the accused to Canada from the United States for trial. Sentence of the court was carried out during November, 1956.

Three complaints of attempted murder were investigated. In one case the complaint was established as unfounded. The second instance was in respect to an incident arising in the 1955 case of murder noted above. This charge was withdrawn when the conviction for murder was sustained on appeal. The third case is still under investigation.

Manslaughter:

No charges of manslaughter were preferred during the year, the policy of dealing with fatalities arising from highway accidents or while hunting as involving possible criminal negligence being adopted.

Criminal Negligence (Criminal Code Sections 192 & 193)

As indicated above it is now customary to invoke these sections to deal with cases in which there are indications of culpability arising from fatalities or where bodily harm is caused under similar circumstances.

A more stringent attitude has been adopted in cases involving the negligent handling of firearms in the haunts of game and also in dealing with drivers suspected of over-driving or falling asleep while driving.

In consequence of this policy thirteen cases were considered under this heading, there being one conviction, two dismissals and one withdrawal. Eight cases still remain under investigation or awaiting trial. In the remaining case insufficient evidence was available to warrant proceedings.

Offences arising from the operation of motor vehicles:

By far the greater majority of our motorists react favourably to the safe driving habits or accept the lessons taught by the experience of others. Unfortunately there remains a group to whom it is necessary to pay particular attention - those who demonstrate the inclination to take chances - frequently at the expense of innocent individuals. The limited number of personnel engaged full time on highway duties have improved the rate of detection in respect to intoxicated or impaired drivers, however, it cannot be interpreted from the statistics that the slight decrease in the cases handled marks a downward trend in this form of violation. It is considered that the elimination of such flagrant conduct can only be accomplished by increased personnel on the highways to ensure convictions with the attendant loss of driving privileges.

Assaults:

Although there has been a slight trend downwards in the number of cases involving assaults, it is considered insufficient to warrant formulating any premise thereon.

Crimes against Property:

It is a corollary of an expanding economy that the attention of persons of criminal intent is not long delayed. The cheque passer, the false pretense operator, the professional car thief and safebreaker, all anxious to ply their criminal activities in relatively new fields, have, during the year, shown the province more attention than was customary in the past. Although the local aspect of crime has not been lost, all too frequently investigation has disclosed that travelling criminals have been active. Close liaison with police authorities in other provinces has been necessary to curtail this trend. The provisions of Criminal Code Section 421(3) have been invoked to deal with criminals who, in travelling from province to province, have committed offences over a broad area.

The local aspect of crimes against property has

not only involved resident lawbreakers, but also transient persons who, attracted by temporary employment in the fields of construction or development, were not satisfied with the returns of honest efforts.

The unwatched summer cottages in the province have frequently been the targets of pilferers and are the source of many complaints, often months after the commission of the offence. To guard against this type of crime patrols are made to afford surveillance over such residences as frequently as time permits.

The more commonly encountered crimes against property are shown hereunder on a comparative basis:-

	1954		1955		1956	
	Cases	Convictions	Cases	Convictions	Cases	Convictions
Robbery.....	4	0	7	1	8	4
Breaking, Entering and Theft.....	596	123	574	129	809	171
Thefts.....	801	188	678	169	808	208
Safebreaks and Attempted Safebreaks	6	0	10	0	17	4
Arson.....	54	8	36	5	32	7

In cases concerning offences against rights of property there is a continuing trend of complainants declining to prosecute which, during 1956, rose to 27%. Through liaison with other divisions and police forces, and by means of special patrols, the movements of professional criminals through the district have been checked. In a number of cases detailed enquiries have indicated the identity of the culprits; prosecution, however, has not been undertaken as the offenders were subsequently apprehended elsewhere and dealt with for offences committed outside this jurisdiction.

PROVINCIAL AND MUNICIPAL LAWS

In the following table appears the disposition made of all offences investigated under the Provincial Statutes during the period 1 Jan 56 to 31 Dec 56 in comparison with overall totals for the similar periods in 1955.

1 JAN 56 TO 31 DEC 56

GROUP 1 NEW BRUNSWICK	Complainant declined to prosecute	Negative searches and complaint unfounded	Further investigation unwarranted	Handed to Department concerned	Withdrawn	Warrant Unexecuted	Convicted	Dismissed	Awaiting Trial	Still under investigation	TOTALS	1 Jan 55 to 31 Dec 55 TOTALS
Adultery Act					2						2	
Childrens Protection Act					1		11				12	20
Deserted Wives & Children Act			1	1	7		17	2	3		31	35
Collection Agencies Act												1
Forest Fires Act												3
Game Act	3			6			24			4	37	44
Gasoline Sales Act							4			1	5	6
Highway Act		1	2				7				10	43
Children of unmarried parents Act					4		11	1	5	2	23	33
Intoxicating Liquor Act	4	390	16	249	14	2	2935	22	11	33	3676	3478
Parents Maintenance Act							4				4	
Motor Carrier Act			1								1	
Motor Vehicle Act	29136	3	21	15	40	1	6536	93	26	15	35886	9859
Provincial Hospital Act					1						1	1
Theatres Act												4
Towns Act							6				6	5
Municipal Act							987				987	900
TOTALS	29143	394	41	271	69	3	10542	118	45	55	40681	14432

The increases noted in the two major duties performed under the Provincial Statutes; i.e., the Motor Vehicle Act and Intoxicating Liquor Act are separately dealt with hereunder.

Motor Vehicle Act and Highway Conditions:

The problems facing authorities planning highway safety programs have long since passed from a matter of purely local concern to one of national significance. The adoption of new procedures in one part of the dominion is therefore closely observed in order that techniques which contribute to the improvement of enforcement or safety may be instituted at the local level. From this there has evolved a broad general policy in relation to equipment, reporting, education and administration which not only adds to uniformity but, more important, provides a medium of comparison through which more efficient use of available manpower may result.

Education as a phase of highway safety is of paramount importance to personnel engaged on these duties both in the field or in an administrative capacity. Thus through Traffic Patrolmen's courses and conferences personnel from various provinces are drawn together to discuss and learn from each other the methods followed in overcoming common problems.

Highway enforcement programs are therefore by no means static and it has become a matter of policy to keep under constant review the system of highway patrol units instituted in the province in 1955. The outstanding problem faced arises from the limited manpower exclusively available for highway duties and despite all efforts it is apparent that the resources of the personnel engaged on the highways have been exploited to the limit. The system involves only partial coverage of the main highways and experimental withdrawal of a unit from its assigned area has in each case been followed by a deterioration in the favourable conditions previously created. A similar situation arises when the unit strength is reduced.

In order to maintain maximum highway coverage during the spring, summer and fall, it was necessary to eliminate the taking of leave by members of the highway units. This has resulted in leave periods being confined to the winter season at which time there is presently no alternative but to have units operate below strength. In consequence there is an adverse effect on the overall enforcement program.

It has been fully demonstrated that highway safety can only be accomplished through the constant practice of safe driving habits secured by

a) willing adoption by motorists,

b) enforced adoption through punitive action, or,

c) preventive action.

It is felt that the greater benefits arise from the latter, but only when there is continual patrolling by the highway units. The disadvantage of being in a position to afford coverage for only part of the main highways is obvious; the existence of areas where preventive or punitive action on a

planned basis cannot be undertaken. Comparison between the two types of areas on a statistical basis is not possible, however, the overall enforcement picture in relation to conditions is shown hereunder:

	1954	1955	1956
Cases Handled.....	5,294	9,859	6,766
Convictions.....	1,747	4,076	6,536
Voluntary penalties (Included in Convictions)	904	2,485	4,022
Voluntary Penalties (Amount Collected).....	$9,047	$24,797	$41,483
Motor Vehicles checked and found in good working order.....	49,426	48,800	54,979
Highway Patrols.....	19,874	18,548	16,408
Highway Traffic Warnings (written).....	3,000	5,602	
Highway Traffic Warnings (verbal).....			29,120
Fatal Accidents.....	100	110	116
Non-fatal Accidents.....	3,505	3,365	2,813
Drivers Tests.....	8,231	9,523	11,430

The statistics for 1955 show that the 9,859 cases handled included 5,602 written warnings. Inasmuch as the written warning system was abandoned on 1 Jan 56, it was necessary to deal with offences detected either through punitive action or through a verbal warning in the nature of education. It will be appreciated, however, that the 29,120 verbal warnings each concerned an infraction requiring correction.

The fact that fewer patrols have been made in no way reduces the amount of time spent on the highways, on the contrary it indicates increased enforcement as shown by the statistics.

There has been a continued upward trend in the number of persons applying for driving tests, which gives our personnel excellent opportunities to teach safe driving habits. It is now our custom to first supply and request applicants to read the "Motorists Manual" prepared by the Registrar of Motor Vehicles, before allowing them to undertake the tests. It is naturally of importance that each test be conducted thoroughly and unhurriedly, and this has presented difficulties due to the heavy demands on our manpower resources at the detachment level.

In the previous report reference was made to the assistance rendered by our Traffic Supervisor in the surveying of warning sign locations. During the year under review a further step was taken in reducing potential dangers in collaboration with the Post Office Department by surveying the location of rural mail boxes in order that those badly placed might be removed to safer locations.

Accidents, Deaths and Injuries on the Highways during 1956:

In order to plan accident prevention it is essential that the results secured as a result of previous efforts be examined critically to guard against any false optimism or undue pessimism. Three factors must therefore be considered:

An increase or decrease in the driving public

An increase or decrease in operable vehicles

The ratio of drivers to operable vehicles.

In 1955 there were 124,761 registered drivers and in 1956 this rose by 10.7% to 138,181 drivers having licenses or permits. The total of licensed vehicles in 1955 was 112,677 and in 1956 - 115,608. The first figure includes, however, 3705 farm tractors, which, although not required to be licensed in 1956, were still operable. There was thus an increase of 5.9% in operable vehicles.

On the basis of these figures there were 12,000 more drivers than vehicles in 1955 and 16,800 more in 1956. It would therefore appear that more vehicles are being driven by two or more persons and are in consequence on the highways for longer periods.

All accidents for the purposes of preventive measures are regarded as potentially fatal and it is, therefore, encouraging to note that in face of the increases shown above, the overall accidents decreased from 3,475 in 1955 to 2,920 in 1956 - a reduction of 16%.

The number of fatal accidents increased from 110 to 116 - 5.45%, while the actual fatalities increased by 9.1% from 123 to 135. The incidence of multiple fatalities, therefore, increased.

Although the toll of our highways continues to be high and a cause for serious concern, there is reason for guarded optimism.

Hereunder are the statistics in relation to deaths and injuries sustained on the highways, together with a table of causes in respect to the fatalities:

	1954	1955	1956
Persons receiving major injuries	391	385	387
Persons receiving minor injuries	851	772	938
Fatalities arising from accidents	109	123	135
Persons involved	1351	1280	1460

TABLE OF CAUSES - FATALITIES

	1954	1955	1956
Railway Crossings.....	4	4	7
Careless Drivers.....	2	7	2
Physically impaired drivers.....	2	2	0
Tractors and other motor vehicles going out of control.....	2	1	0
Driver falling asleep at wheel.....	2	4	3
Driver losing control due to excessive speed, etc.....	18	36	33
Criminal negligence of driver, Manslaughter, Hit & Run, Reckless Driving, Drunken Driving, etc.....	12	5	20
Intoxicated Pedestrian.....	2	2	5
Careless Pedestrian.....	9	1	17
Children Playing, running into path of vehicle, etc.....	23	33	28
Faulty mechanism, blowout, etc.....	6	11	2
Undeterminable accidental causes...	4	1	4
Road and weather conditions, inadequate markings.....	6	9	6
Careless bicycle and motorcycle rider.....	1	1	3
Imroper parking, unlighted vehicles, etc.....	-	1	0
Passengers boarding, alighting from, falling off moving vehicles.....	12	4	4
Unpreventable miscellaneous causes	4	1	1
TOTALS	109	123	135

Previous comments in this report have stressed the need for additional police patrols on the highways and we believe that they have substantial preventive value in terms of the fatalities which arise from drivers losing control of their vehicles through excessive speeding or failing to observe due precautions in face of adverse weather conditions. Co-operation is being afforded by patrols in supplying information regarding highway conditions, however, additional coverage is needed in order to deal with those types of drivers who, through negligence, contributed to the 33 deaths classified as arising from this cause.

The careless pedestrian has frequently been as great a source of danger as the careless driver. To deal with this situation press releases of an educational nature were published during October. Members have been advised that if local conditions fail to improve through this method,

a more stringent attitude is to be adopted and prosecutions entered. Through this means it is hoped to effect a reduction in the fatalities attributable to careless pedestrians.

It is unfortunate that attention must again be drawn to the number of children who, whilst playing or using the highways, were the victims in motor vehicle accidents. There was no single cause to which these may be attributed, but there was evidence in many cases of a lack of parental supervision while children were at play.

Intoxicating Liquor Act:

As was the case in the previous year, prosecutions and convictions increased in comparison to the number of cases handled under this statute. Searches conducted were more productive of results and in consequence negative searches declined. It has been necessary to have recourse to the employment of restriction orders in many instances to prevent violations. In dealing with technicalities which have arisen we have been afforded the utmost co-operation by the department in reaching a solution.

Non Criminal Investigations, etc.

In order to record the work performed, cases are classified under one of three statistical groups. The first includes those breaches of statutes which it is our responsibility to investigate. The second group concerns cases in which we deal with non-breaches of statutes, investigations for or assistance to Provincial or Municipal Authorities, the general public, other police forces and British and Foreign Authorities. Matters of purely administrative control not requiring investigation are placed in the third group.

The following table indicates the number of enquiries dealt with in each particular group:

	1954	1955	1956
Group 1 -- Provincial	9,134	14,432	40,681
Criminal Code	3,734	3,620	4,053
Group 2	63,515	66,685	89,866
Group 3	20,419	19,258	6,216
	96,802	103,995	140,816
Increase in volume of cases handled over 1955...			36,821

Included in Group 2 cases are the following examples of assistance rendered to Provincial Government Departments:

	1955	1956
Examination of drivers.....	9,523	11,430
Investigations for the Registrar of Motor Vehicles.....	245	349
Motor Vehicle privileges picked up for the Registrar of Motor Vehicles....	1,100	729
Enquiries under the Intoxicating Liquor Act.....	440	493

The investigation of motor vehicle accidents and checking of motor vehicles are also recorded in this group:

Motor vehicles checked..... 54,979

Motor vehicle accidents..... 2,929

The enquiries conducted as assistance to the general public total 151, whilst enquiries for lost or missing persons numbered 81.

The Group 3 cases previously referred to include 16,408 special highway patrols.

Accidental and Sudden Deaths:

Noted hereunder are the causes of death in the 334 cases investigated by members of the Force during the years 1954, 1955 and 1956:

	1954	1955	1956
Aeroplane Crash.....	-	12	4
Asphyxiation.....	3	11	10
Burns.....	3	5	5
Conflagrations.....	10	11	30
Drowned.....	47	39	34
Electrocuted.....	1	1	-
Exposure.....	1	2	2
Highway Fatalities.....	109	123	135
Miscellaneous Accidental causes.....	23	17	8
Homicide.....	4	7	2
Natural.....	58	49	60
Neglect at childbirth.....	1	-	-
Occupational.....	16	16	12
Railway fatalities.....	3	9	5
Shot (mistaken for game).....	2	2	3
Shot (accidental discharge of firearm).....	4	5	7
Suicide.....	14	20	17
Vehicles in yards and driveways.....	1	1	-
Undetermined cause.....	1	-	-
	301	330	334

It will be noted that these figures include highway fatalities, comments on which appear elsewhere in this report.

Distinguished Visitors:

His Excellency, the Rt. Hon. Vincent Massey, The Governor General of Canada, visited New Brunswick during the period 25 Jun 56 to 3 Jul 56. While in New Brunswick, he visited St. Andrews and Camp Gagetown. At this latter point, he inspected units of the Canadian Army undergoing training in the new military area. During the visit of His Excellency, the usual security measures were taken.

Revenue collected for the Province:

There has been no change in the policy in this respect and the only revenue collected on behalf of the province is in respect to Voluntary Penalties imposed under the Motor Vehicle Act. Funds so collected are deposited in special accounts and transmitted to the Provincial Secretary-Treasurer by draft twice monthly. The sum of $41,483.00 was collected during the period under review and disposed of as previously indicated. No collections in any form are undertaken for the municipal authorities in respect to towns policed by this Force.

ADMINISTRATIVE

The total strength of the Division as shown in Appendix A comprises 245. My officers presently stationed in J Division during the past year are Inspector J. A. A. Thivierge, Officer in charge Criminal Investigation Branch; Inspector H. C. Forbes, M. B. E., Commanding Fredericton Subdivision; Inspector J. A. Roy, Commanding Moncton Subdivision; Inspector A. J. Keough, Division Personnel Officer; Sub-Inspector J. A. Couillard, Duty Officer. The uniformed strength of J Division is now 200 members, with 5 special constables, 15 employed civilians and 25 civil servants.

Changes in Equipment:

During 1956, 34 new automobiles were purchased for police service in New Brunswick, either by trading in worn out units or by outright purchase. All new cars have been marked with the new decal RCMP badge on the front doors. An additional outboard motor-boat with trailer was purchased during the past year and is based in the Moncton Subdivision. This brings our outboard motor-boat strength to two units, one in each subdivision. This equipment is invaluable in searching for drowned persons, and as these tragic accidents occur regularly during the summer months, this permits us to provide better service to the public at times when speed is of the essence.

Changes in Commissioned Personnel:

During 1956 no changes in commissioned strength were made in the province.

During 1956 Long Service Awards were made to the following serving personnel of this division:

11469, S/Sgt. D. T. Griffiths - Bronze Clasp & Star

11409, S/Sgt. D. F. A. Wilson - Bronze Clasp & Star

11606, S/Sgt. L. V. Brown - Bronze Clasp & Star

12645, Sgt. F. Dobbs - Long Service Medal

12608, Sgt. JPFM. Pelletier - Long Service Medal

11979, A/Sgt. L. F. A. Strong - Long Service Medal

Courses attended:

During 1956 our personnel attended the following courses:

University of New Brunswick		1 member
Canadian Police College	- Rockcliffe, Ontario -	1 member
Advanced Training Class	- Rockcliffe, Ontario -	2 members
Refresher Class B	- Regina, Sask. -	2 members
Traffic Law Enforcement Course	- Evanston, Ill.,U.S.A.-	1 member
Traffic Patrolman's Course	- Fredericton, N. B. -	7 members
Motorcycle Training Course	- Fredericton, N. B. -	10 members
C.I.B. (Investigation Training)	- Fredericton, N. B. -	2 members
C.I.B. (Investigation Training)	- Moncton, N. B. -	2 members
Race Track Supervision Course	- Winnipeg, Man. -	3 members
Preventive Service Training Class	- Ottawa, Ont. -	2 members
RCMP Provost Corps Training	- Shilo, Man. -	4 members
First Aid Class	- Fredericton, N. B. -	20 members

Rifle and Revolver Course:

The Annual Revolver Course was held during the summer of 1956 and 162 members of the division received training in the care and handling of firearms.

Recruits engaged in the Province:

Thirty-four residents of New Brunswick were engaged as recruits during 1956 and posted to training divisions of the Force.

Buildings and Accommodation:

During the year construction was completed at a cost of approximately $250,000.00 of our new Administration building at Moncton and it was occupied during November. This new construction will give our organization in Moncton much better facilities, and will result in better service to the public. During the past year, we have occupied new quarters in the new Federal Building at Woodstock, N. B. These quarters are very suitable, well located and should result in increased efficiency at that point. Also in December 1956 we exercised our option to purchase property at Edmundston where plans are being developed to construct our own accommodation for members of the Force stationed at that point.

Youth and the Police:

Members of the division are encouraged to devote their time to the many youth programs carried out in this province, and participate in the Boy Scout Association, lecture on highway safety, and project educational films to various boys' organizations and societies in the province. Our members also act in advisory capacities in the organization of sport programs within the various towns and villages. All assistance, lectures, etc. of this nature are carried out by these members during their off-duty hours.

Co-operation:

Throughout the year, as in the past, it has been necessary in the public interest to seek the co-operation and assistance of officials of both the Dominion and Provincial governments, municipal and railway police forces, the press, radio and television facilities as well as many public spirited organizations. The timely advice and wise counsel received have contributed in large measure in the performance of our many duties and warrant the appreciation of the Force which is most sincerely extended.

I have the honour to be
Sir
Your obedient servant

D. O. FORREST, Supt.
Commanding J Division

Encl.

APPENDIX A

ORGANIZATION AS AT 31 DEC 56

	Superintendent	Inspectors	Sub-Inspector	Sergeant Major	Staff Sergeants	Sergeants	Corporals	Constables	Special Constables	Civilian Employees & Civil Servants	TOTALS
J DIVISION HEADQUARTERS FREDERICTON, N. B.	1	1	1	1	2	3	8	6	5	28	56
FREDERICTON SUBDIVISION H.Q. AND SECTION N.C.O.		1			2					1	4
Chipman Detachment								1			1
Doaktown Detachment							1	1			2
East Florenceville Detachment							1	2			3
Edmundston Detachment and Section N.C.O.						1	1	4			6
Fredericton Detachment						1	2	9			12
Gagetown Detachment							1				1
Grand Falls Detachment							1	1			2
Grand Manan Detachment								1			1
Kcadam Detachment								1			1
Minto Detachment							1	2			3
Perth Detachment							1	2			3
Plaster Rock Detachment								2			2
St. Andrews Town Detachment								1			1
St. George Detachment							1	1			2
Saint John Detachment					1	1	3	16		3	24
St. Leonard Detachment								1			1
St. Quentin Detachment							1	1			2
St. Stephen Detachment						1		5	1		7
Woodstock Detachment							1	3			4
Attached Marine Unit						1		1	7		9
MONCTON SUBDIVISION H.Q. AND SECTION N.C.O.		1			1	1	5	4		8	20
Albert Detachment								1			1
Bathurst Detachment and Section N.C.O.						1	1	4			6
Buctouche Detachment							1	1			2
Campbellton Detachment							1	4			5
Campbellton Town Detachment						1	1	7			9
Caraquet Detachment							1	1			2
Chatham Town Detachment								4			4
Dalhousie Town Detachment								4			4
Jacquet River Detachment							1	1			2
Moncton Detachment						1	2	11			14
Newcastle Detachment							1	5			6
Newcastle Town Detachment							1	3			4
Fort Elgin Detachment								1			1
Petitcodiac Detachment							1	1			2
Richibucto Detachment							1	1			2
Sackville Detachment							1	1			2
Shediac Detachment							1	1			2
Shippegan Detachment								1			1
Sussex Detachment							1	3			4
Sussex Town Detachment							1	2			3
Tabusintac Detachment								1			1
Tracadie Detachment								1			1
TOTAL NUMBER PERSONNEL IN DIVISION ON 31 DEC 56	1	3	1	1	6	12	44	124	13	40	245

APPENDIX B

DISTRIBUTION OF POLICE TRANSPORT

J DIVISION

AT 31 DECEMBER 1956

	Police Cars	Highway Patrol Cars	Motorcycles	Panel Trucks	Trucks	Boats and Outboard Motors
Division Headquarters	2		14		1	1
F'ton S/Div. H.Q.	1					
DETACHMENTS						
Chipman	1					
Doaktown	1					
East Florenceville	1					
Edmundston	3	1				
Fredericton	6	1				
Gagetown	1					
Grand Falls	1					
Grand Lenan	1					
McAdam	1					
Minto	2					
Perth	2					
Plaster Rock	1					
St. Andrews Town	1					
St. George	1					
Saint John	5	2				
St. Leonard	1					
St. Quentin	1					
St. Stephen	3					
Woodstock	2					
Moncton S/Div. H. Q.	1			1		1
DETACHMENTS						
Albert	1					
Bathurst	3	1				
Buctouche	1					
Campbellton	3					
Campbellton Town	1			1		
Caraquet	1					
Chatham Town	1					
Dalhousie Town	1					
Jacquet River	1					
Moncton	6	2				
Newcastle	2	1				
Newcastle Town				1		
Petitcodiac	1					
Port Elgin	1					
Richibucto	1					
Sackville	1					
Shediac	1					
Shippegan	1					
Sussex	1					
Sussex Town	1					
Tabusintac	1					
Tracadie	1					
TOTALS	70	8	14	3	1	2